



City of Chula Vista
OTAY RANCH TRANSIT PLANNING STUDY

TASK 1
PUBLIC INVOLVEMENT

DECEMBER 2007



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1. INTRODUCTION

This Technical Report provides a summary of public involvement and meeting coordination / attendance for the Otay Ranch Transit Planning Project. Several of the materials referenced throughout the document are included in the Appendix. These materials represent all of the content generated by the consultant for public review and comment, including website text, study area maps, and all open house displays.

2. PUBLIC INVOLVEMENT APPROACH

The study featured two key elements of public participation: public meetings and a project page on the City's website. Shortly after the start of the project, a project description page was created and placed on the Planning and Building Department's website. Content was provided by the consultant that outlined the service concepts being considered for Otay Ranch, and a map of the service area. At the conclusion of the project description, an email link was provided. This link was intended to receive comments and keep the public up to date on the study's progress through a study mailing list. Copies of the website materials can be found in the Appendix of this memo and will be included in the Appendix of the Final Report.

Over 45 individuals signed up for periodic email updates regarding the study. The majority of the emails received by the consultant included a request to be added to the project mailing list, but several responses detailed additional concerns or suggestions regarding the study. The comments received are provided in the appendix of this memo, and represent the full extent of public comments gathered on the study from the inception of the public comment period in October through December 19, 2007.

3. OPEN HOUSE

An Open House was held on December 6, 2007 at Wolf Canyon Elementary School in Otay Ranch. The Open House ran from 5:30 - 7:30pm and the public was invited to attend through several methods:

- Hard copies of the meeting announcement were distributed to several public facilities within the city, including libraries and City Hall.
- An email announcement of the meeting was sent to the study mailing list, and the city hosted the Open House flier on the City Website.
- An announcement was also provided in the *Star News*, the weekly local newspaper.

City Staff and representatives from MTS joined the consultant team in attending the event, and were on hand to answer questions regarding the progress of the study. Copies of the Open House Materials and comments received at the event are provided in the appendix.

4. PUBLIC COMMENT SUMMARY

The comments received as part of the public outreach component of the study can be summarized into the following general categories:

- Project Cost Concerns
- Project Timeline Concerns
- Existing Transit Service and Alignments Concerns
- Potential Transit Service Vehicles and Key Destinations
- Bicycle Infrastructure and Facilities Concerns

Most of the comments were received by email. The comments themselves are provided in the appendix of this report.

5. MEETING ATTENDANCE

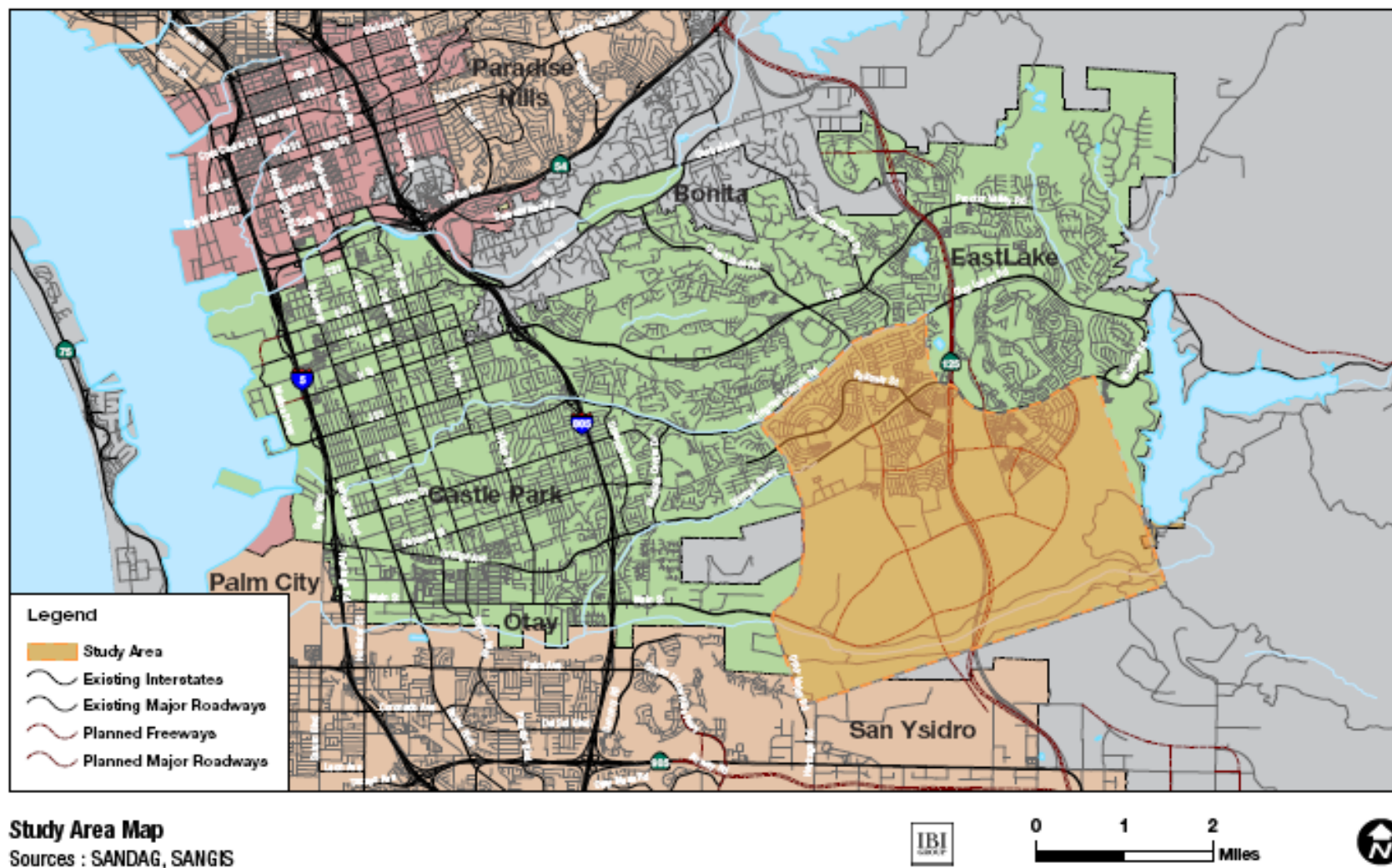
An important component of the Otay Ranch Transit Planning Study was the ongoing coordination between several public agencies, private developers, and the consultant team. The consultant organized several meetings with the Project Working Group and stakeholders to work through current land uses and transit alignments, as well as future conditions and planned developments. Special attention was paid to achieving consensus between local and regional goals, transit agency operational needs, and private developer concerns.

Meetings were held on the following dates:

Date	Participants / Purpose
11-2-06	Kickoff meeting with City Staff
3-29-07	Meeting with City Staff to discuss progress and technical information
5-10-07	Meeting with City Staff to discuss progress and technical information
8-8-07	Meeting with City Staff to discuss progress and technical information
8-22-07	Meeting with Chula Vista Transit & Metropolitan Transit Service (MTS) Staff
9-29-07	Meeting at City with City EUC staff, McMillan Development, and Chula Vista Transit
10-19-07	Meeting at City with City EUC staff, SANDAG, MTS, and Chula Vista Transit
12-4-07	Meeting with SANDAG to refine South Bay BRT alignments and public meeting materials for comment

A. APPENDIX - OUTREACH MATERIALS

A.1 - Study Area Map from Website



A.2 - Website Text - Project Description

STUDY INTRODUCTION

The City of Chula Vista is conducting a planning study for a 2,000-acre section of the master-planned Otay Ranch community. The study will provide the conceptual alignment and station locations for a Bus Rapid Transit (BRT) network and supporting transit services to link Otay Ranch's town centers, the planned university campus, a regional technology park, and Village 9 with each other and activity centers in Downtown San Diego, southern San Diego County, and the region.

SANDAG has been planning for the development of the Otay BRT service between Otay Ranch and Downtown San Diego along I-805. The Chula Vista Transit Study will allow for a comprehensive development of the community's vision for transit service in the area, as well as the up-front application of lessons learned regarding development of stations, transitways, and priority measures.

While preliminary station placement and alignment decisions are underway for the Eastern Urban Center, most of the decisions regarding the details of BRT service to the university, Village 9, and surrounding areas remain to be made. Most of the transit service decisions to date stem from transit service refinement or long-range transit planning efforts, but they have not yet focused on the specific needs of the community. This study as a unique opportunity to fill in the gaps and complete a comprehensive transit service vision for the area.

Otay Ranch has many attributes that make it unique and a prime candidate for a study like this:

- A vibrant community in its own right, and is becoming much more than a bedroom community for other areas in the region.
- A community which encompasses major transit oriented opportunities that do not exist in most other areas of the County.
- Growing rapidly and a comprehensive plan for high quality and effective transit service needs to get in front of this growth to properly express the desires of the community.

The study will provide a sound foundation for realizing the city's, as well as the community's vision for transit service in the study area by providing:

- **Concept Drawings for Stations and Supporting Uses** – Visual representations of stops, stations, and transit service concepts are essential to getting useful community input and eventual buy-in. A series of options will be developed that allow for differing viewpoints to converge as the project progresses, and flexibility to be maintained to support changes likely to occur prior to actual implementation.
- **A Common Understanding of Transit Service and Approach to Priority Measures** – Various stakeholders have differing views and understanding of how transit service and transit priority works, and a common vision will developed that allows for consensus on service, stations, and priority measures.
- **Stakeholder Consensus on a Clear Program for Implementation** – Concept drawings and sound engineering will help the city develop a clear consensus around a viable series of actions defined in a comprehensive implementation plan.

TRANSIT SERVICE TYPES DESCRIBED

Four basic types of services are being considered for application in the Otay Ranch area:

- Bus Rapid Transit Service
- Rapid Bus Service
- Circulator Service
- Local Bus Service

The basic characteristics of each of these service types are discussed below in greater detail. The service types will be reviewed individually and in combination to assess what overall transit service options exist for the Otay Ranch region. Each service option will be considered in light of currently planned regional transit services that would provide connectivity in and out of the Otay Ranch area.

BUS RAPID TRANSIT (BRT)

Bus Rapid Transit (BRT) is the highest level of transit service which is being considered for the Otay Ranch area. It is intended to approximate the passenger capacity and amenities of the San Diego Trolley (considered Light Rail Transit) without the need for fixed trackway and specialized structures and systems. It offers significantly improved service over typical local bus options by providing enhanced stations, faster travel times, and improved vehicles. BRT in the Otay Ranch area will combine a series of transit only lanes with mixed flow (BRT vehicles in normal auto traffic) to provide the best balance of flexibility and improved transit service options. The Otay BRT line is already in preliminary engineering and will provide service between Downtown San Diego and eastern Chula Vista. Along the way it will utilize special transit lanes and freeway access on Palomar Street and cross over SR125 and run just to the west along Eastlake Blvd.

As with the already planned Otay BRT line, BRT service can provide viable commute options and connect with key destinations throughout the San Diego region. BRT can also provide peak capacity to support special events and high demand occurrences such as may be generated by the Coors Amphitheater, university events, and/or potential future football stadium. Additional BRT service options will be considered in terms of how they may best connect eastern Chula Vista with the Otay Ranch BRT line, as well as major internal and external destinations.

BRT service is also being planned for near-term implementation in the Mid-Cities area of San Diego between SDSU and Downtown San Diego.

RAPID BUS SERVICE

Rapid Bus service is a concept that has been developed in the San Diego region to provide a service level option between BRT and traditional local bus service. Unlike BRT service, Rapid Bus is less comparable to the San Diego Trolley and more a version of significantly enhanced local bus service. Rapid Bus service includes localized roadway treatments to reduce delay and speed service, but does not have the more fully dedicated transitway of BRT. Stops are improved over typical bus stops with special branding, real-time traveler information, and improved seating/waiting areas. Transit vehicles are generally standard 40' low floor buses, but would generally be newer and have special markings.

Overall, Rapid Bus service still provides a significant enhancement over traditional local bus service and has the added advantages of greater service flexibility and lower costs. Rapid Bus service is well suited to corridors that may have continuous transit demand with moderately high peak travel demands. Extra service can be added for special events and high demand periods, but Rapid Bus cannot generally match BRT passenger capacities.

Rapid Bus service is being planned in North County San Diego along existing Route 350 to improve connections between the Escondido Transit Center and Westfield's Shoppingtowne North County. Stops will be improved and highlight the Rapid Bus service which will be called "BreezeRapid." Localized priority treatments and signal priority will be provided along the corridor to help reduce travel times for the BreezeRapid.

Rapid Bus service may offer significant potential for the Otay Ranch area by providing a balance between local connectivity and transit amenities and speed. In particular, Rapid Bus service may provide for excellent connections with planned BRT service in the area and could make use of both normal roadways and specialized transit accessways or mixed pedestrian, transit, and bicycle corridors.

CIRCULATOR SERVICE

Circulator service is similar to Rapid Bus, but it focuses more on providing high frequency service connecting key local activity centers. Stops tend to have fewer amenities (excepting major transfer locations) as higher service frequencies mean that customers have shorter potential waits before the next bus arrives. Circulator services use smaller buses or specialized transit vehicles, typically around 30' in length which allows the circulator vehicles to penetrate into residential communities or tighter roadway networks not suited to larger transit buses. Circulator service is focused on providing a solid local transit option for residents, commuters, and retail customers, and should not be confused with jitney services which are more focused on visitor or tourist transportation. Circulator services do make use of localized roadway treatments and signal priority (similar to Rapid Bus) to reduce delays and increase transit speeds.

The SuperLoop service proposed in the University City area and currently in early engineering phases will provide a high frequency circulator service that connects: University of California San Diego, Scripps Hospital Complex, University Towne Centre, La Jolla Village Square, and surrounding high density residential communities. SuperLoop will provide enhanced station amenities with a specialized set of smaller branded transit vehicles along with various physical and signal based priority treatments to reduce the impacts of traffic congestion on transit travel times. SuperLoop will connect with regional routes and services at key transfer points.

Overall circulator services may be well suited to connecting key activity centers in the Otay Ranch area and providing connections to regional services for commute and regional trips. Circulators are not well suited to supporting regional trips in of themselves, and are not particularly useful to support peak demands associated with large special events. Circulators might be particularly well suited to connecting the planned Otay BRT line and the university complex.

LOCAL BUS

Local bus service is the traditional transit service already provided throughout much of San Diego County. Local bus service is characterized by close stop spacing and stops are generally simple without any special designations or branding. Vehicles are traditional 40' low floor buses that can be interchanged with other local bus routes throughout the broader service area. Local bus service can be useful in supporting connections to regional and other services.

There are a few of existing local bus routes in the Otay Ranch area including Routes 707, 709, 709A, and 712, however these routes do not currently provide service into the southern or eastern portions of Otay Ranch.

Overall, local bus service is not effective for longer trips, commutes, and/or special events needs. Restructuring or addition of local bus service may work to provide connectivity with other services in the Otay Ranch area, but local service is generally not highly effective at attracting "choice" riders away from the auto option.

A.3 - Open House Flier

Meeting Announcement

Otay Ranch Transit Planning Study Open House



The City of Chula Vista is conducting a transit planning study for a 2,000-acre section of the Otay Ranch community. The study will provide conceptual alignments, service options, and station locations for a planned future transit network. Supporting transit services will link Otay Ranch's town centers, the planned university campus, a regional technology park, and Village 9 with each other and activity centers in Downtown San Diego, southern San Diego County, and the rest of the region.

An open house is being held to inform residents and interested parties about the study, and to receive comments on potential service options and station design concepts. Illustrative, informative poster boards and handouts will be available for review and public input. Staff from the City of Chula Vista, Metropolitan Transit Services (MTS), SANDAG, and the consultant team will be available to describe the project, explain potential options, answer questions, and receive feedback. Light snacks will be provided.



Meeting Information

When:

Thursday, December 6th, 2007
5:30 p.m. - 7:30 p.m.

Where:

Wolf Canyon Elementary School
Multi-Purpose Room
1950 Wolf Canyon Loop
Chula Vista, CA 91913

Additional Information:

For additional information, please contact:
Scott Donaghe, Senior Planner, City of Chula Vista,
sdonaghe@ci.chula-vista.ca.us or 619-409-5806

You may also visit the study website at
http://www.chulavistaca.gov/City_Services/Development_Services/Planning_Building/About/GettingInvolved.asp

We Hope To See You There!

Compliance with Americans with Disabilities Act (ADA)

The City of Chula Vista, in complying with the American With Disabilities Act, requests individuals who require special accommodation to access, attend and/or participate in a City meeting, activity or service request such accommodation at least 48 hours in advance, for meetings, and 5 days for scheduled services and activities. Please contact Diana Vargas for specific information at (619) 691-5101. Service for the hearing impaired is available at (619) 585-5647 (TDD).

A.4 - Open House Comment Card - Original



OTAY RANCH TRANSIT PLANNING OPEN HOUSE COMMENT CARD

We want to hear your comments on the ideas and concepts that have been presented today at the Otay Ranch Transit Planning Open House.

Name (optional): _____ Email (optional): _____

Please check the items that are most important to you.

Service Concepts

- ☐ Intersecting Bus Rapid Transit (BRT)
- ☐ Rapid Bus Service
- ☐ Otay Ranch Circulator Service
- ☐ Other (Please List):

Local Destinations Served

- ☐ Downtown Chula Vista
- ☐ Otay Ranch Town Center
- ☐ Coors Amphitheater / Knott's Soak City Waterpark
- ☐ Local Schools (Please List):

☐ Other (Please List):

Regional Connections (South Bay BRT)

- ☐ Downtown San Diego
- ☐ Sorrento Valley / UTC
- ☐ International Border
- ☐ Trolley Connections
- ☐ Connectivity to Park and Ride, Bicycle Facilities
- ☐ Other (Please List):

Stations / Stop Amenities

- ☐ Heritage Look
- ☐ Modern Look
- ☐ Southwestern Look
- ☐ Route Information / Timetable
- ☐ Seating (Bench or Modular)
- ☐ "Next Bus" Real-Time Displays
- ☐ Trash Receptacle
- ☐ Shade / Shelter
- ☐ Newspaper / Vending Machines
- ☐ Other (Please List):

Vehicle Characteristics

- ☐ Unique Service Branding
- ☐ Modern Fare Media
- ☐ Modern-Looking Vehicles
- ☐ Alternative Fuel Vehicles
- ☐ Comfortable Seating
- ☐ Low-Emission / Alternative Fuel Vehicles
- ☐ Other (Please List):

What other features / services would you like to see?

Other Comments (Please use back of page if necessary)

THANK YOU FOR YOUR HELP WITH THE OTAY RANCH TRANSIT PLANNING PROJECT!

A.5 - Open House Quick Comment Card - Original**OTAY RANCH TRANSIT PLANNING STUDY
QUICK COMMENT CARD**

We want to hear your ideas on the Otay Ranch Transit Planning Project. Please use the space below to give us your comments.

Name (optional): _____

Email (optional): _____

Comments: _____

**THANK YOU FOR YOUR INPUT ON THE OTAY RANCH TRANSIT PLANNING
PROJECT!**

**OTAY RANCH TRANSIT PLANNING STUDY
QUICK COMMENT CARD**

We want to hear your ideas on the Otay Ranch Transit Planning Project. Please use the space below to give us your comments.

Name (optional): _____

Email (optional): _____

Comments: _____

**THANK YOU FOR YOUR INPUT ON THE OTAY RANCH TRANSIT PLANNING
PROJECT!**

A.6 - Open House Sign-in Sheet



OTAY RANCH TRANSIT PLANNING STUDY

Open House

Wolf Canyon Elementary School
December 6th, 2007

Name Organization	Address City, ZIP	Phone Email
Jim Peterson CROSSROADS II	12312 S. ... Chula Vista 91910	Phone 421-0896 Email grandpa jim 94@sbccnet
John Cudling Chula Vista Pco	1500 ... City, ZIP 91911	Phone 619-397-6059 Email
Scott Donahate CFCV	4300 F St City, ZIP CV, CA 91910	Phone 619-409-5806 Email
Brian Gatt IBI	701 B St. City, ZIP SD, CA 92101	Phone 619-234-4110 Email
Nick Ayars IBI	701 B St Suite 1170 City, ZIP SD, CA 92101	Phone 619-234-4110 Email
George Atwell	618 Amford Dr City, ZIP San Diego, CA 92107	Phone 619-343-8466 Email
Mike Daney MTS	1255 Imperial Ave #1000 City, ZIP San Diego CA 92101	Phone 619-231-1466 Email
Dennis J. Wahl IBI Group	701 B Street Suite 1170 City, ZIP San Diego CA 92101	Phone 619-234-4110 Email
Dave Karan CHULA VISTA	430 F St City, ZIP CV, CA 91910	Phone Email

A.7 - Open House Comments Received



OTAY RANCH TRANSIT PLANNING OPEN HOUSE COMMENT CARD

We want to hear your comments on the ideas and concepts that have been presented today at the Otay Ranch Transit Planning Open House.

Name (optional): Jim Peterson Email (optional): grandpa.jim@sbccglobal.net

Please check the items that are most important to you.

Service Concepts

- ☒ Intersecting Bus Rapid Transit (BRT)
☒ Rapid Bus Service
☐ Otay Ranch Circulator Service
☐ Other (Please List):

Local Destinations Served

- ☒ Downtown Chula Vista
☒ Otay Ranch Town Center
☐ Coors Amphitheater / Knott's Soak City Waterpark
☒ Local Schools (Please List): Southwestern College

☒ Other (Please List):

4th University in E. Chula Vista

Regional Connections (South Bay BRT)

- ☒ Downtown San Diego
☐ Sorrento Valley / UTC
☐ International Border
☒ Trolley Connections
☐ Connectivity to Park and Ride, Bicycle Facilities
☐ Other (Please List):

Stations / Stop Amenities

- ☐ Heritage Look
☒ Modern Look
☐ Southwestern Look
☒ Route Information / Timetable
☐ Seating (Bench or Modular)
☒ "Next Bus" Real-Time Displays
☐ Trash Receptacle
☒ Shade / Shelter
☐ Newspaper / Vending Machines
☐ Other (Please List):

Vehicle Characteristics

- ☐ Unique Service Branding
☒ Modern Fare Media
☒ Modern-Looking Vehicles
☐ Alternative Fuel Vehicles
☒ Comfortable Seating
☐ Low-Emission / Alternative Fuel Vehicles
☐ Other (Please List):

What other features / services would you like to see?

Other Comments (Please use back of page if necessary)

THANK YOU FOR YOUR HELP WITH THE OTAY RANCH TRANSIT PLANNING PROJECT!



OTAY RANCH TRANSIT PLANNING STUDY QUICK COMMENT CARD

We want to hear your ideas on the Otay Ranch Transit Planning Project. Please use the space below to give us your comments.

Name (optional): Jim Peterson

Email (optional): _____

Comments: LEAFLETS / NOTICE of MEETING
TIME AND LOCATION SHOULD INCLUDE
DIRECTIONS AS TO HOW TO GET TO THE
MEETING SITE

THANK YOU FOR YOUR INPUT ON THE OTAY RANCH TRANSIT PLANNING PROJECT!

A.8 - Email List Announcements

Announcement #1 - Sent 11/7/07

Hello,

On behalf of the City of Chula Vista and the consultant team, thank you for your interest in the Otay Ranch Transit Planning Study. As part of the study mailing list, you will receive periodic updates from this email account on the progress of the study and ways in which you can get involved and provide valuable feedback on the process.

Currently we are in the process of developing transit station design concepts and potential service and route alignment options. Several individuals have provided email suggestions and we will continue to accept comments throughout the length of the study. We are also in the process of finalizing details for a public meeting / open house on the study, which will be advertised via this email account and other media as soon as the date and location are finalized.

If at any point you would like to be removed from the mailing list, please simply reply to this email with "remove from list" in the subject line.

Thank you and we look forward to hearing from you!

Sincerely,

The Otay Ranch Transit Planning Team

Announcement #2 - Open House Bulletin (Appendix A.3) Sent 11/29/07

Announcement #3 - Sent 12/7/07

Hello,

The City of Chula Vista and the consultant team recently held an Open House to report on the progress of the Otay Ranch Transit Planning Study. As part of the study mailing list, we would like to extend to you the opportunity to review the materials and comment on anything that was presented. Should you wish to contribute, please reply to this email with any comments you may have, so your voice can be heard and your opinion noted. In order to ensure inclusion in the report, comments should be made before December 19th, 2007. Thank you for your time and we look forward to hearing from you.

Sincerely,

The Otay Ranch Transit Planning Team

A.9 - Email Comments Received

Comments Received Prior to Open House

1 - MTD has invested a substantial amount of money, time, effort in developing the light rail Trolley system running from the Boarder to San Diego, and north. The concept has been to use buses to transport people to the trolley stations with the trolley system providing the transit along the rail corridor. Now, it appears a different system is being considered to bypass this system, Using I-805 as the transit system.

With the investment in the infrastructure of the trolley system, and considering the financial condition of most of the municipals in our area, it seems we need to expand the existing systems, not develop new systems at this time. Although the BRT system seems to be a good system, I am considered about the cost verses benefit for the system, including dedicated stations. Otay Ranch is just a part of Chula Vista. A plan needs to encompass all of the City equally. This does not.

Access from Palomar street to I-805 means condemnation of property, development of a new access road close to Olympic Parkway and Telegraph Canyon Rd where existing egress and entrance ramps are presently in action. I believe such a new access will create a similar problem that occurs at E street and H Street south bound. The continuous stream of accidents that have and continue to occur because of distractions, and problem access should not be duplicated.

I believe the mass transit system used to move people from Otay Ranch should not be different from that of those in other areas in our community.

We should not develop specialized systems for separate communities in our City.

The City is in financial difficulties and that MUST be considered.

At this time, look towards continuing development of our existing facilities and infrastructure. Add a BRT system to future development in our Master Plan if it is felt this is a viable alterative to the existing systems.

But do not build a specialized transit system for special areas within the city.

2 - Replace the bike lanes on East Palomar. Winding, multipurpose trails are not a substitute for bicycle transit. If nobody on your staff knows why, I'd be happy to supply you with a number of references.

3 - To whom it may concern:

I recently was given a copy of a document titled "Detailed Study Information" dated August 30, 2007, at the conclusion of which this email address was given to contact in order to be informed of the study's progress. Please add me to your distribution list.

A couple of specific requests to bring me current to this date; your assistance at your earliest convenience will be appreciated, especially if a public meeting is eminent:

TASK 1 - PUBLIC INVOLVEMENT AND MEETING ATTENDANCE

- What is the current planned meeting schedule (document contained general schedule and monthly timeframes, but no specific dates.)
- What is study website URL (a website was alluded to, but no specific internet address was indicated.)

Thank you in advance for your assistance

4 - I just wanted to provide a suggestion for new bus/bus rapid transit or even trolley service. I would find it very useful to have a bus system that operates on the new 125 toll road (South Bay Expressway). Right now I am a commuter to SDSU and the trip takes about 2 hours on mass transit. I have to take a bus to the Palomar trolley station even though I live in Otay Lake, then take a few trains to get to SDSU. Having a bus system that operates on the highway would mean a more direct trip with less traffic.

Thanks.

5 - Please add me to your mailing list so i can keep informed of public transportation improvements in Chula Vista.

Very interested in the General Plan and elements related to transportation, land-use, and growth. The BRT has been seen as a good idea and I remember the signs on Palomar St indicating it's coming; however, current CI web site descriptions and General Plan are confusing and appears to have changed in recent months. Understood BRT route was originally from Telegraph Canyon Road across to Palomar St just west of Heritage St, route is through middle of housing development between the two road/street then up middle of Palomar St across Olympic Parkway and then across I125 to the new mall then south to the border.

Is this still happening?

It looks like a good plan and I've walked it .but your web site description is vague at best and describes the BRT as running up Palomar to I5 which is wrong and not right.

Where is the real route for the BRT and future Trolley line to the east?

You-all started out with a good future transportation plan and built it into the ongoing development in Otay Ranch in 2000 but due to personnel turnover or lack of knowledge have forgotten the BRT route.

Recommend describing proposed BRT route in detail on your web site and consider a trolley line plan to connect from Palomar St at 5 to the proposed University/Stadium. That could be east/south of the future Mountain Road extension of Main St or the existing Hunte Parkway.

Very least add me to your mailing list and if you want help shoot me an e-mail.

6 - I think the shorter bus would be good. We live in Winding Walk and are retired in our mid-60's and it would be nice that one could some day take us to nearby Wal-Mart.

7 - I live near the intersection of Brandywine and Olympic. My oldest daughter works at Nordstrom's in Fashion Valley mall; typically till around 11:00 pm. She moved because bus service stops after 9:00 pm in our area.

Our middle daughter works near the intersection of Otay Lakes Rd. and Lane Drive. She has no bus service to work after 6:00 pm weekdays and no service at all on weekends. I have to drive her the vast majority of the time.

You have a community college in the area. Many of these kids work in the service industry. These are the same people who rely on bus transport. Service industry jobs have odd hours, often late into the night.

Our bus service in Chula Vista/Eastlake is woefully inadequate. The argument against increasing the schedule goes something like, "The bus routes are under utilized as it is so how can we possibly justify running buses more hours." Well, I would submit, "build it, and they will come." People don't use the bus system because it doesn't meet their needs. Increase the hours and areas served, and they will use the system.

8 - Please include me on the email list for the Otay Transit study. I am most interested in the information relating to bicycle infrastructure leading to the stations, and bike parking at the stations.

Comments Received After Open House

At the completion of the December 6th Open House, an email was distributed to the study mailing list which contained a pdf of the materials presented at the open house, specifically the display boards and comment cards. The following comments on the meeting materials were received.

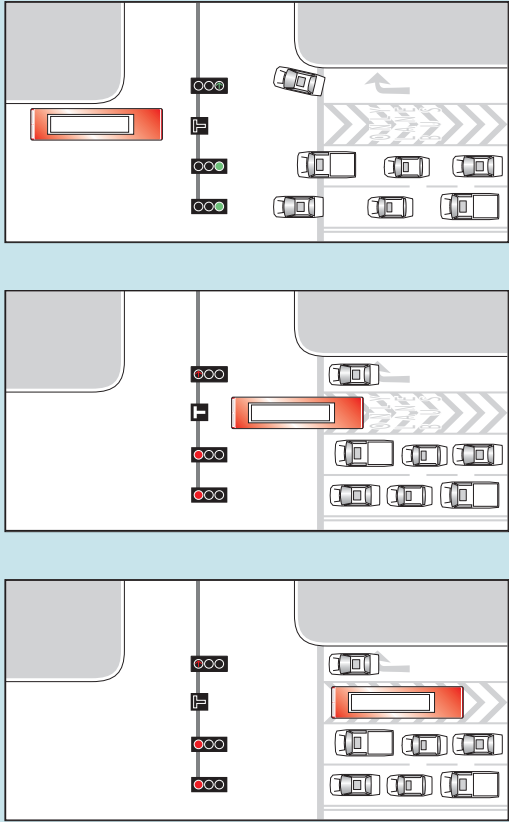
1 - Thank you for the inclusion. My comments are as follows:

- My primary concerns are availability of transit into Downtown San Diego, or at least express service to the trolley stations from the Otay Ranch/Eastlake areas.
- The bus stops that are presently there in Otay Ranch are sufficient. My main concern is having a covered bus stop with a bench. Simple is best for me.
- As a driver and a transit rider, I appreciate the transit light located on H Street just east of the 805 on ramp. It makes for a great transition while on the bus and as a driver. These appear to be a great asset for traffic control.
- Lastly, as I had mentioned before, seeing action on this issue is of greater importance to me as a resident that works in Downtown San Diego and can't afford the toll road charges because of inflated property taxes, gas prices and mortgages. Public transportation is my only option.

A.10 - Open House Display Boards

Transit Priority Treatments

Queue Jumpers

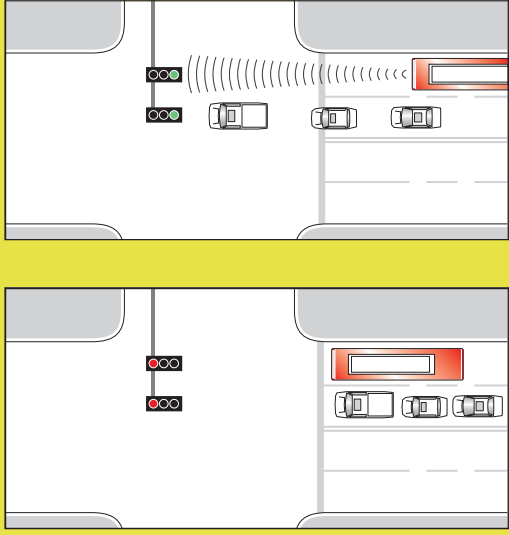


The diagram shows a three-lane intersection with a dedicated transit lane on the left. A red bus is shown in the transit lane, bypassing a queue of cars in the other lanes.

- Stage 1 : Arrival**
"Bypass the Queue"
- Stage 2 : Jump**
"Get a Head Start"
- Stage 3 : Resume**
"Back to Normal"

- Dedicated Approach Lanes for Transit
- Allows Bus to Bypass Congestion at Intersection

Transit Signal Priority



The diagram shows a two-lane intersection with a dedicated transit lane on the left. A red bus is shown in the transit lane, and its position is tracked by a signal system.

- On-time or Early**
-No Change-
- Bus Late**
-Request Priority-

- Modern Signal and Bus Tracking Systems Allow for Efficient Signal Priority without Significant Traffic Impacts
- If Bus is "Late" Request
 - Extend the green light a few seconds
 - Shorten a red light by a few seconds
- Traffic Signal Controller Makes Final Decision

Existing Stops – Otay Ranch and Beyond

Otay Ranch Examples



- What Do You Like?
- What Is Important To You In A Transit Stop?
- Is Anything Missing From Existing Stops That Would Improve Your Transit Experience?

Examples from Other Cities



New Technologies

Vehicles

Bus Rapid Transit



Circulator



Amenities



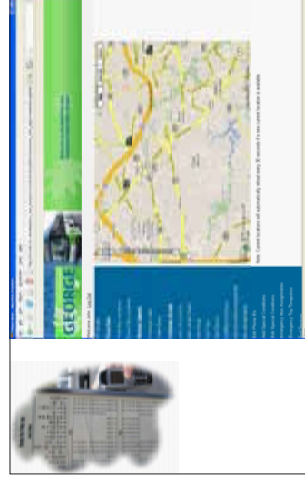
Solar Lighting



Unique Interiors



Real-Time Information Displays



Online Compatibility and Route Information



Low-Floor Boarding

Conceptual Bus Stop Design Themes

“Modern” Concept

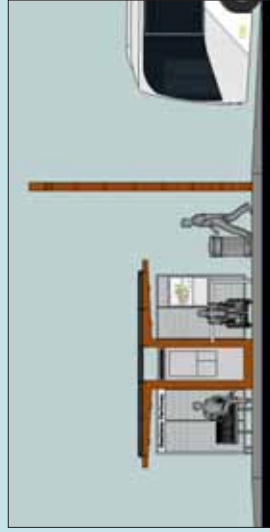
Large



Features:

- Accommodates High Passenger Volume
 - Large Shelter Canopy
 - Digital Next Bus Sign
 - Solar Powered Lighting
 - Ticket Vending Machine
 - Route Information
 - Seating and Lean Bars
- Supports: BRT, Rapid Bus, and Circulator Service

Medium



Features:

- Accommodates Moderate Passenger Volume
 - Canopy
 - Digital Next Bus Sign
 - Solar Powered Lighting
 - Ticket Vending Machine
 - Route Information
 - Seating
- Supports: BRT, Rapid Bus, and Circulator Service

Small

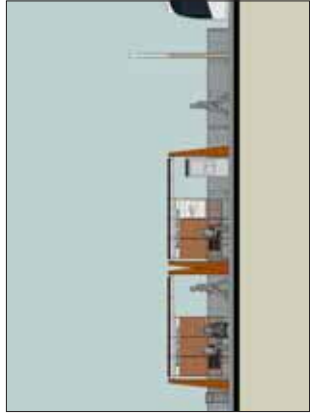


Features:

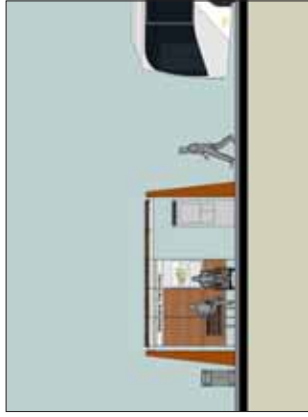
- Accommodates Low Passenger Volume
 - Digital Next Bus Sign
 - Route Information
 - Seating
- Supports: Rapid Bus and Circulator Service

Conceptual Bus Stop Design Themes

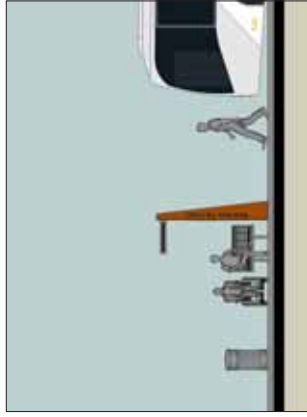
“Southwest” Concept



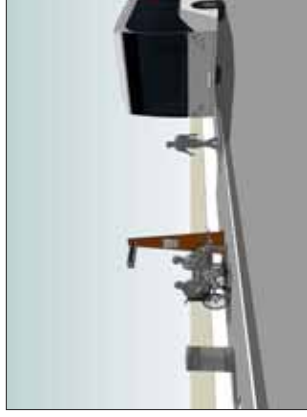
Large



Medium



Small



“Heritage” Concept



Large



Medium



Small



Existing/Conceptual Roadway Network and Activity Centers



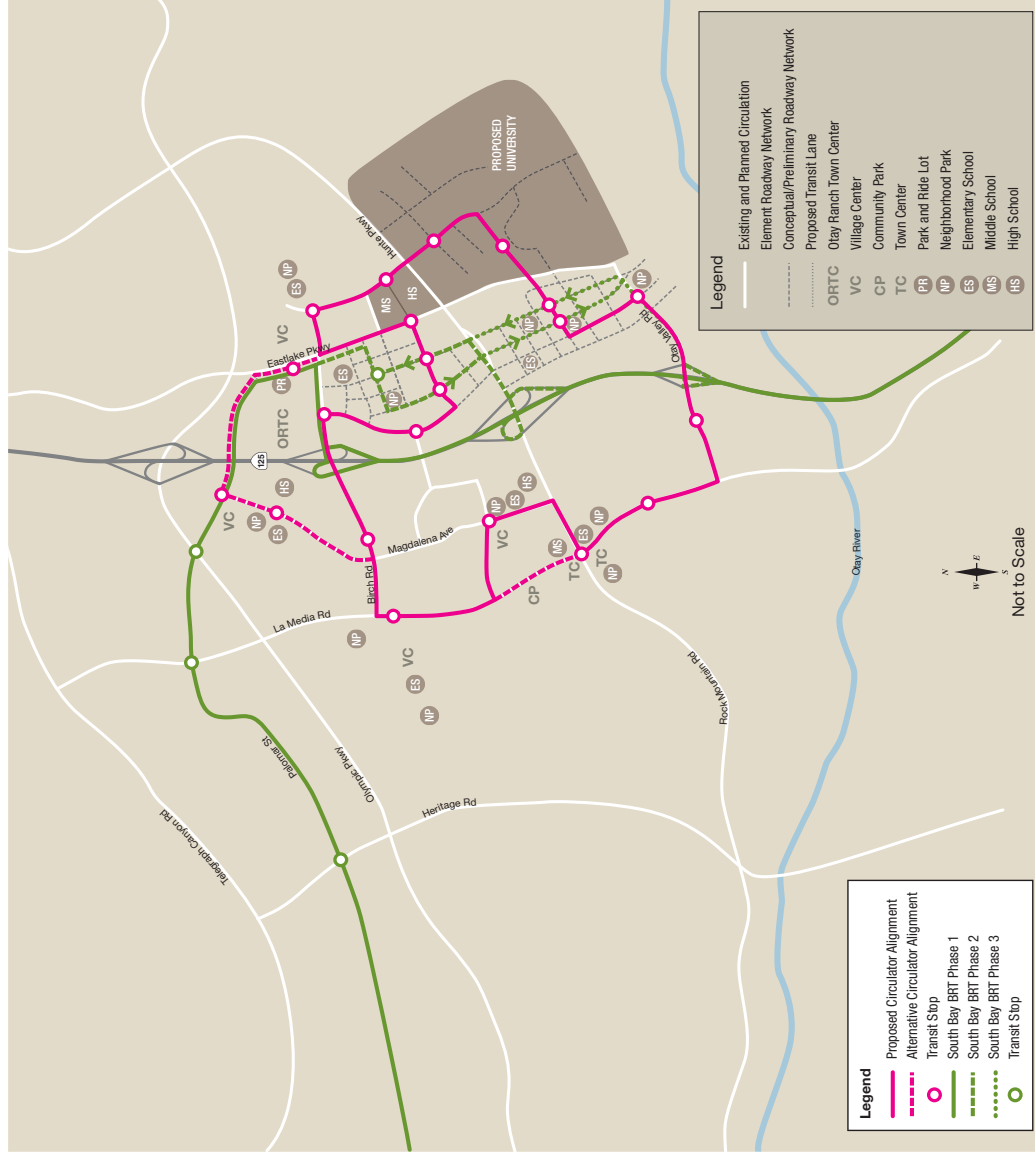
Existing Bus Routes



South Bay BRT



Circulator Concept



Supporting BRT Concepts



Roadway Network Analysis Being Conducted

Roadway Network Analysis is Being Conducted Along the Highlighted Segment of Eastlake Parkway Examining the Following Four Scenarios:

- As in Circulation Element
- As 2-lane Road South of Hunte Parkway
- Transit-Only South of Hunte Parkway
- Deleted South of Hunte Parkway



A.11 - Open House Slideshow Presentation

OTAY RANCH TRANSIT PLANNING STUDY

Open House - December 6th, 2007

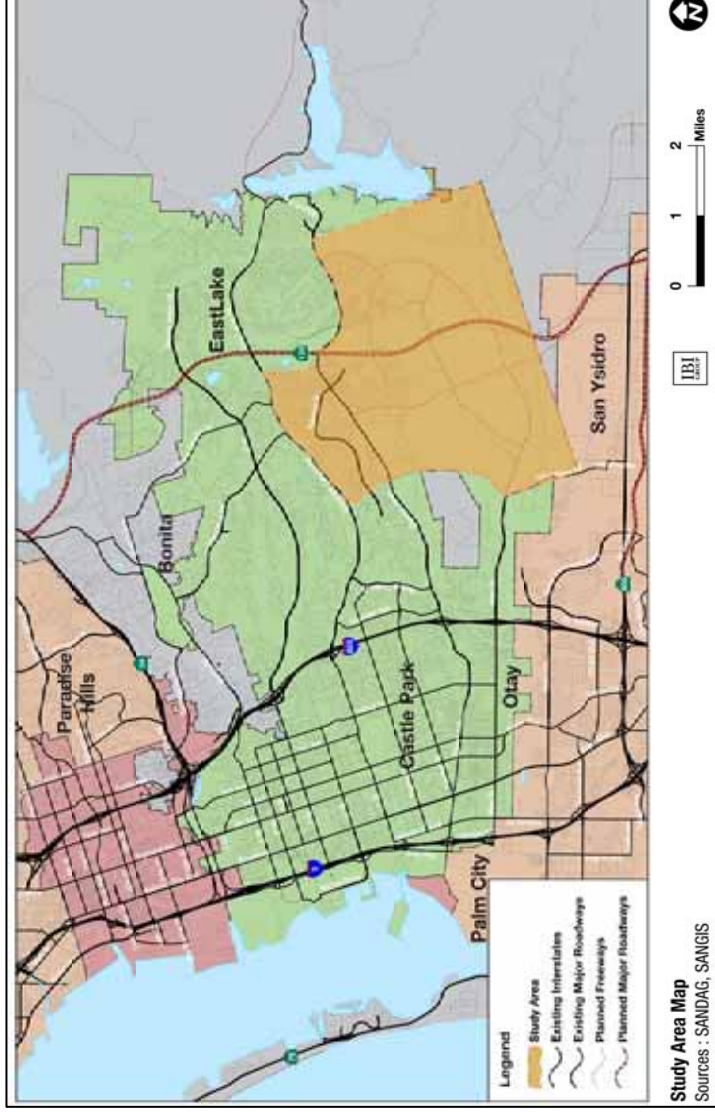


Today's Open House - Discussion and Inputs

- Objectives
- Service Concepts & Descriptions
- Potential Alignments
- Bus Stop Design Concepts
- Next Steps



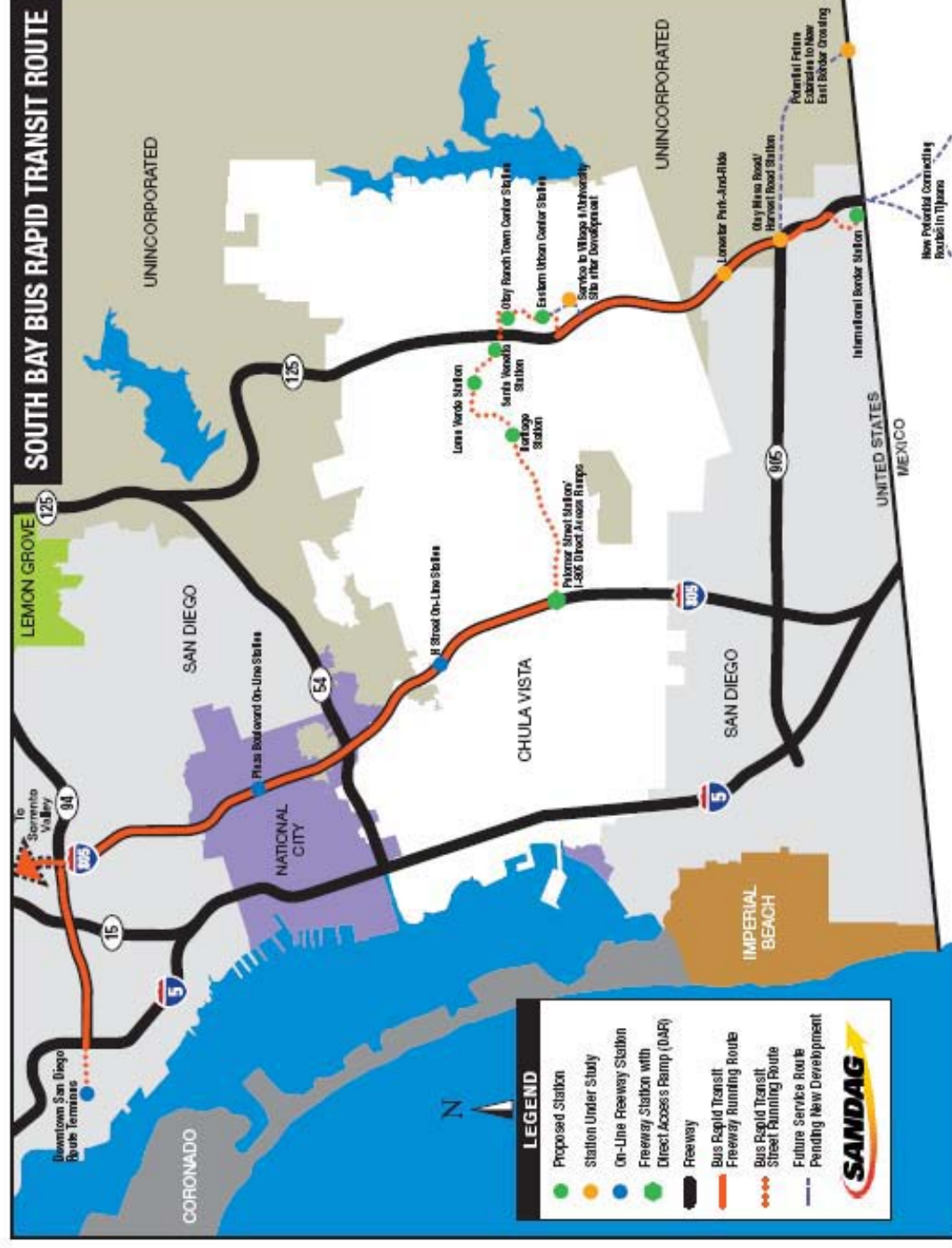
Study Area & Objectives



- Study Area - Otay Ranch Villages 9 and 10 in Eastern University District
- Plan A Transit Network Linking Town Center, University Campus, and Regional Technology Park with Regional Activity Centers
- Complement Existing and Planned Transit Services with Service Concepts Unique to Otay Ranch



Regional Transit Service Options for Otay Ranch - South Bay BRT



Regional Transit Service Options for Otay Ranch - South Bay BRT

- **Connect Chula Vista to Downtown San Diego and Otay Mesa Border Crossing**
- **Use I-805 Managed Lanes and Dedicated Transit Guideway in Eastern Chula Vista**
- **Direct Access Ramps to Park and Ride Lots**
- **Environmental Review and Preliminary Engineering Underway**
- **Opening Day Service to Otay Mesa Border Crossing**



Otay Ranch - Potential Additional Transit Services

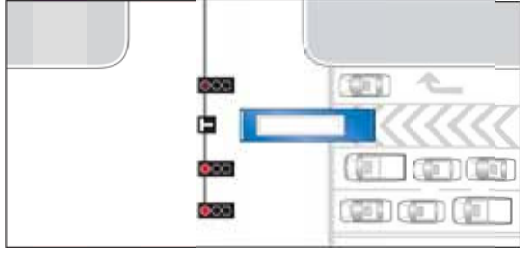
Complement Planned South Bay BRT with:

- Option 1 - Additional “Intersecting BRT”
- Option 2 - Circulator Service
- Option 3 - Upgraded “Rapid” Service Along Alignments Proposed in the City of Chula Vista’s Circulation Element



What Makes Transit “Rapid”?

Transit Priority Treatments



Queue Jumpers

Signal Priority

Dedicated Lanes

Other Treatments/Features

- Vehicle Tracking Systems, etc.
- Fare Collection/Management
- Station Spacing
- Active Operations/Driver Training

General BRT Characteristics

- Broad Range of Features
- Dedicated Lanes / Right-of-Way
- Mixed Traffic with Priority Treatments
- Accessible, Safe, and Secure Stations
- Easy to Board, Attractive, High-Capacity Vehicles
- Efficient Fare Collection
- Intelligent Transportation Systems (ITS)
 - Real-Time Passenger Information
 - Signal Priority
 - Service Command/Control
- Frequent **All-Day Service**



General Circulator Service Type Characteristics

- Local Buses or Shuttles
- High Number of Stops
- High Frequency
- Lower Speeds
- Ability to Travel on Narrow Streets
- Some Priority Treatments
- Shorter Implementation Time
- Lower Capital Cost
- Large Area of Local Service Coverage
- Flexible Routes and Schedules



General Rapid Service Characteristics

- Traffic Signal Priority
- Some Queue Jumps
- Unique Branding
- Limited Stop Improvements

BREEZERapid



Potential Service Vehicles - BRT & Circulator Services

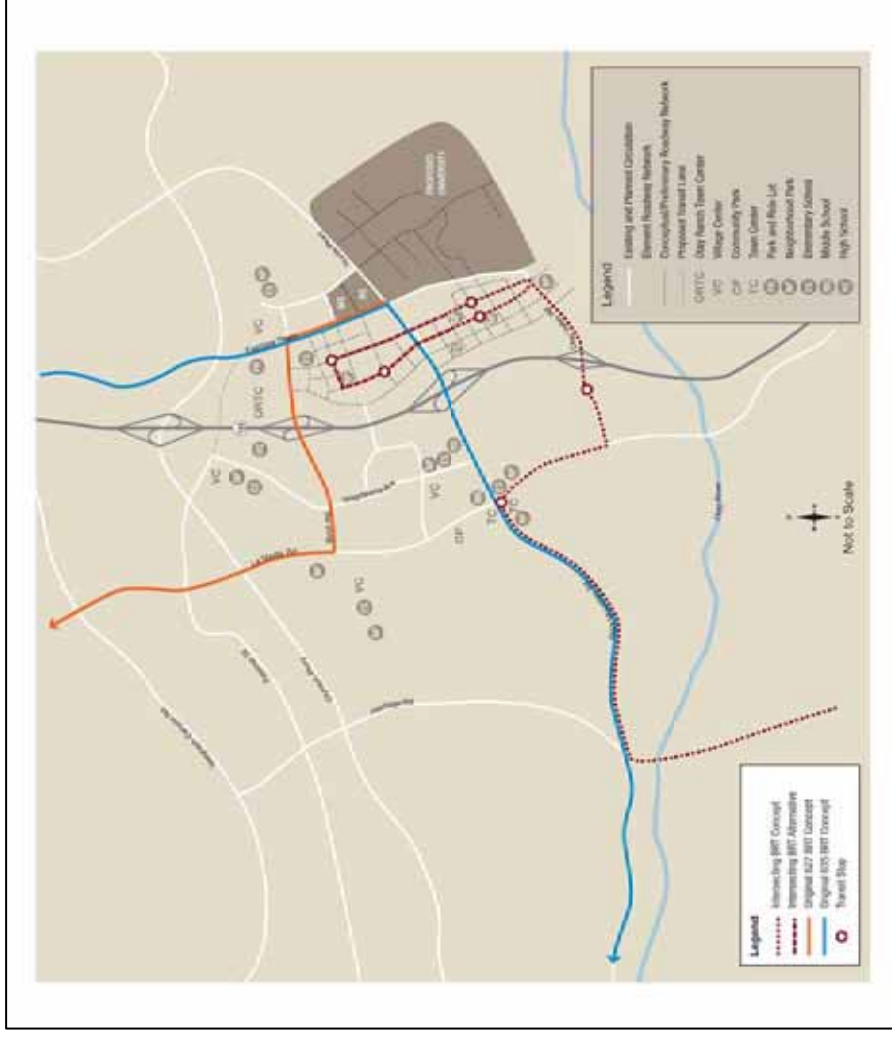
- **Modern Image**
- **Easy / High-Volume Boarding / Alighting**
- **Low Floor / Clean Engine**
- **Advanced Systems:**
 - Vehicle Tracking
 - Automated Stop Announcement
 - Advanced Fare Collection
 - Transit Priority Measures



Service Option #1 - Intersecting BRT

Key Attributes

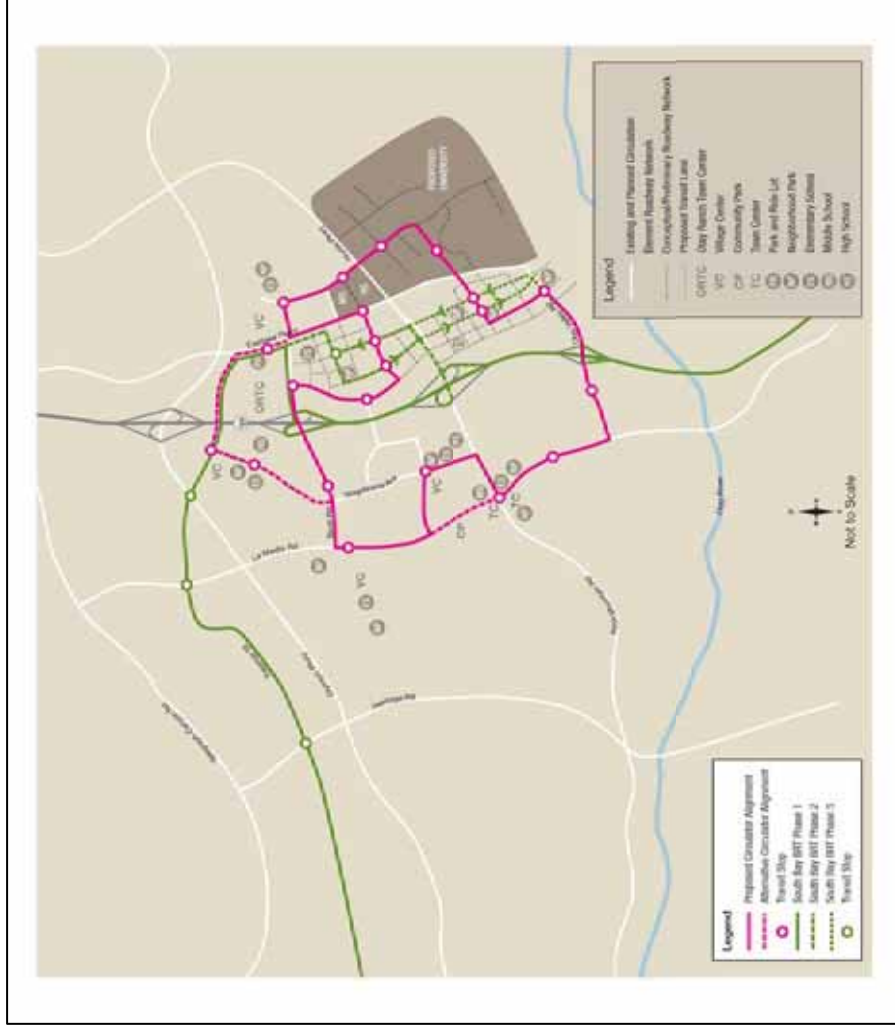
- Intersects with the South Bay BRT line through Village 9 in an East-West Direction
- Exclusive Transitway from Village 9 to University Campus
- High-end Stations and Specialized Vehicles



Service Option #2 - Local Circulator Service

Key Attributes

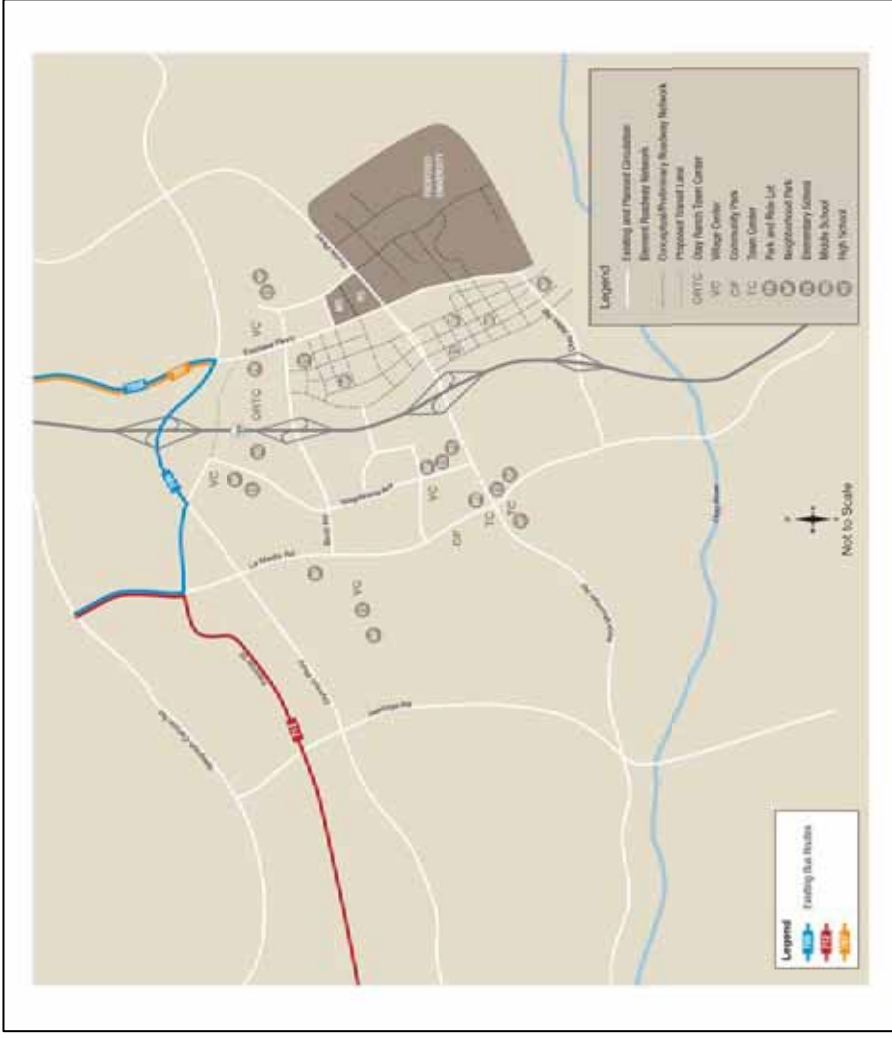
- Connects the Eastern Urban Center, University Complex, and Village 9
- Intersects with the South Bay BRT Twice
- Smaller, Specialized Vehicles
- Localized Priority Treatments
- Simple Stops



Key Attributes

- Utilizes Alignments Proposed in Chula Vista's Circulation Element

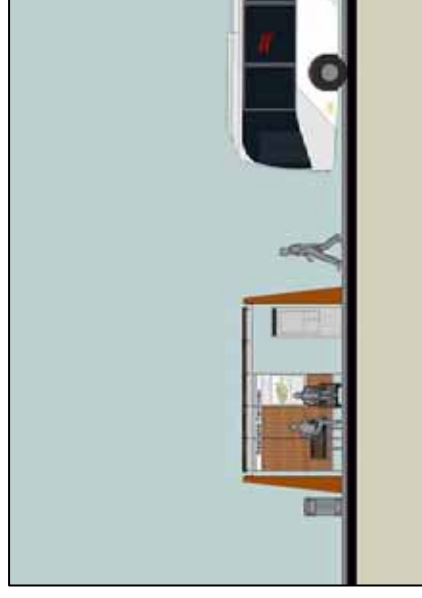
- ## • Connections at



Shelter Design Concepts - Three Design Options

Regardless of Final Design, Enhanced Stops Will:

- Incorporate Unique Branding Elements, Identifies Otay Ranch Service as Unique
- Enhance Sense of Place and Provide a Higher-Quality Waiting Environment
- Be Scale-able, Adaptable to Specific Environments



Please See Additional Shelter Concept Examples Throughout This Open House

Next Steps / Getting Involved

- **Refine Alignments**
- **Refine Station Locations**
- **Preliminary Operating Concepts:**
 - **Frequency of Service**
 - **Vehicle Size/Type**
 - **Desired Travel Time**

******Fill Out Comment Cards Before You Leave
Tonight - Make Your Voice Heard! ******



Thank You For Your Participation This Evening

